



TRANSPORTATION CHOICES FOR DOWNTOWN

Design Workbook



We Have a Vision

To reclaim our downtown as an economically healthy, people friendly place, enhanced by the movement of pedestrians, bikes, vehicles, and a diversity of businesses.

Enclosed you will find a refined concept of the City of Redmond's Downtown Transportation Master Plan. The concept was developed from comments received at the January 17th public workshop and our consultant's technical analysis. During this second public workshop, held on March 20, 2002, you will be asked to share your input on the refined package. The concept package is illustrated graphically and is accompanied by a summary table outlining key features, opportunities and challenges. The concept package represents logical groupings of the different elements explored during Council study sessions in 2001 and the January 2002 workshop.

Following further refinement based upon input from Workshop II, the concept will go to the City Council for approval this summer. Implementation of the further refined concept will begin this summer with the preparation of a list of individual projects that will receive additional analysis, funding and development and be added to the City's Capital Improvement Program (CIP). Specific details of each piece of the overall plan will continue to be explored and developed through individual assessment and study (including environmental and public impacts).

The refined concept package includes the following elements:

1. Circulation
2. Parking
3. Transit
4. Open space

For additional information, please visit our web page located at www.ci.redmond.wa.us and click on the Connecting Redmond logo or call Kurt Seemann, project manager at the City of Redmond (425) 556-2881.

TRANSPORTATION CHOICES FOR DOWNTOWN DESIGN CONCEPT

Public Workshop, March 20, 2002

CIRCULATION

- SR 520 & Bear Creek Parkway Capacity Improvements
- Downtown Streets All Two Lane/Two-Way for Local Access
- No Arterials Through Town
- Lower Volume Nei in Downtown will Improve the Environment for Bicyclists
- During Implementation, Design of Streets will Consider the Need for Bike Lanes

OPEN SPACE

- Central Park at Park & Ride
- Open Space/Pedestrian Connector along BNSF
- Pedestrian Connection Network

TRANSIT

- Transit Spine Concept with Focus at Downtown/RTC with TOD
- Park & Ride Out of Town

PARKING

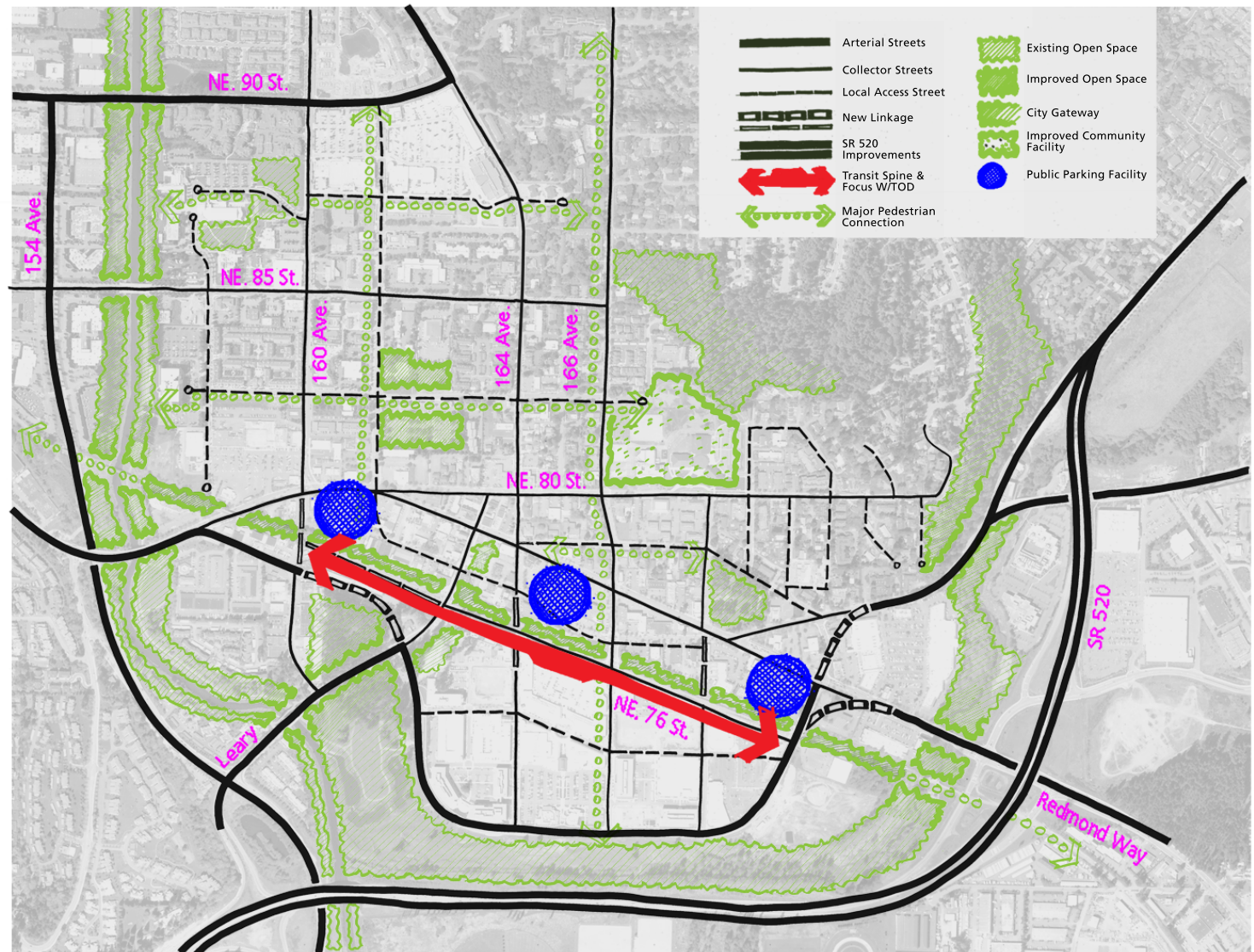
- Increased On Street Parking
- Collective Parking Facilities with Ground Floor Retail

LAND USE

- Integrated Central Business District
- Higher Density/Mixed Use/Pedestrian Oriented

BNSF

- Open Spaces/Landscaping/Plazas/Trails
- Exclusive Transit Wa





TRANSPORTATION CHOICES FOR DOWNTOWN

CONCEPT SUMMARY

Layer	Key features	Opportunities	Challenges
Circulation	<ul style="list-style-type: none"> Creates alternate route around the downtown All two-way street system, mostly two lanes Redmond Way/Cleveland one-way couplet removed Creates “Main Street” environment on Cleveland Major East/West traffic movements handled by a widened Bear Creek Parkway (BCPW) (maximum 5 lanes) Major BCPW connections made to Redmond Way (SR 908) to the west and to Redmond Way (SR 202) and Avondale Way to the east Major North/South traffic movements routed around town via NE 90th, 154th Ave and West Lake Sammamish Parkway Connects the Grid: 160 or 161st, 164th, 168th Assumes capacity improvements on SR 520 and Avondale Rd from West Lake Sammamish Parkway to beyond Union Hill Rd, with a possible grade separation at that intersection 	<ul style="list-style-type: none"> Allows Cleveland to be a lower volume 2-way “shopping” street. Overall 2020 traffic delay 30% less than the “do nothing” option Two-way streets better facilitate access to downtown destinations Local traffic on local streets Encourages non-Redmond related traffic to bypass the heart of downtown via SR 520 and Bear Creek Parkway Future traffic volumes on Redmond and Cleveland similar to today’s volumes Bear Creek Parkway and SR 520 accommodate growth in traffic Lower volume neighborhood streets improve environment for bicyclists 	<ul style="list-style-type: none"> Requires increased capacity on BCPW (i.e., major widening and improved or new endpoint connections) Environmental issues associated with expansion of Bear Creek Parkway Smaller two-way streets through downtown Redmond will have slower travel times compared to a couplet configuration
Transit	<ul style="list-style-type: none"> Preserves exclusive transit corridor along BNSF right-of-way Existing park-and-ride vacated for new park/open space New park and ride location sought outside of the downtown 	<ul style="list-style-type: none"> This option is supportive of BRT and future LRT, allowing regional buses to get in and out of town quickly. Transit in BNSF provides access to Redmond Town Center and the Downtown Core 	<ul style="list-style-type: none"> Uses BNSF R/W for transit – requires attentive design Additional park-and-ride space, and service to it, will need to be provided outside of downtown. Use of right of way and Railing Banking requirements need to be resolved Removing existing park-and-ride lot requires new option for transit riders who access from the north
BNSF	<ul style="list-style-type: none"> Uses BNSF for transit, road and trail 	<ul style="list-style-type: none"> Multiple uses of BNSF 	<ul style="list-style-type: none"> Creative design required to successful balance uses
Land use	<ul style="list-style-type: none"> Integrated downtown (ie. one downtown) Higher Density/Mixed use/pedestrian oriented 	<ul style="list-style-type: none"> No arterials to divide downtown neighborhoods 	<ul style="list-style-type: none"> Little potential for arterials to define distinct neighborhood within the downtown and act as a seam between those neighborhoods
Open space	<ul style="list-style-type: none"> Central park at existing park and ride site Open space/pedestrian connect along BNSF 	<ul style="list-style-type: none"> Creates large open space are near residential areas of downtown 	<ul style="list-style-type: none"> Displaces existing use of park-and-ride
Parking	<ul style="list-style-type: none"> Multiple, smaller parking facilities throughout Downtown Core Expansion of on-street parking throughout downtown 	<ul style="list-style-type: none"> Intercepts some traffic before reaching downtown core Potential for highly visible (gateway) parking at major intersections On-Street parking increases by 30% New parking on 76th in proximity to downtown core and BNSF 	<ul style="list-style-type: none">